

CAMPO LRPT Scenario Comments

Solicited at First LRTP Public Meeting 6/14/2016

A) General Comments:

- i) There is a need for public transit to be available to the county. If we can at least get people to the Bartholomew-Johnson county line, for example, they can ultimately get to Indy. In addition, rural residents need access to retail, health care, etc.
 - +1 in agreement: This is a major unmet need for elderly and people with disabilities. There is currently very little funding for senior transportation.
- ii) Make sure that all populations are considered, there are many who can't afford to own cars as well as foreign nationals who are not eligible to obtain drivers licenses. These people rely on buses and non-motorized transportation, which is often inadequate to serve their needs. There is also a need to ramp up ADA access in neighborhoods that need it most – environmental justice concerns.

B) LRTP Scenario 1A: Southeast Residential Growth Moved to Northeast and West Side

- i) 1 preferred option vote
- ii) 12 expected option votes

C) LRTP Scenario 1B: Northeast residential Growth Moved to Southeast and West Side

- i) 0 preferred option votes
- ii) 0 expected option votes

D) LRTP Scenario 1C: East Side Residential Growth Moved to West Side

- i) 0 preferred option votes
- ii) 4 expected option votes

E) LRTP Scenario 1D: Infill Residential Development

- i) 16 preferred option votes
- ii) 1 expected option votes
- iii) Comment: Is there a way to encourage oversized parking lots as infill opportunities?

F) LRTP Scenario 1: 2040 Baseline Population/Employment Growth & Transportation Projects

- i) When Talley Road is improved initially, improve it from 25th street to Sawin Drive rather than just to Rocky Ford Road.
- ii) Consider transportation as a vehicle to opportunity. Transportation affects healthcare access, housing, employment, etc. Disabled, elderly, low socioeconomic individuals are disproportionately affected.

G) LRTP Scenario 2: Road Diets and Roundabouts

- i) Does Central to State allow for road diet? (Central just north of intersection with 25th)
- ii) The intersection at Rocky Ford and Marr really needs to be a roundabout and should be prioritized.
 - +1 in agreement
- iii) Roundabout at Rocky Ford and Marr needs to accommodate the People Trail crossing.

- iv) There is a need for an east-west flood route, add a roundabout and raise Rocky Ford near Haw Creek.
- v) I really like the idea of roundabout at Marr and Rocky Ford, as well as Middle and Rocky Ford.
- vi) Push roundabouts. Don't listen to vocal minority!
- vii) Roundabouts are a plus. Use whenever possible.
- viii) I really like all roundabouts on Rocky Ford.
- ix) I would like to see a road diet on 25th street from Central Avenue to US 31.
- x) Road diets are especially important near schools.
- xi) Add a roundabout at Washington and US 31.
- xii) The roundabout on Lindsey Street works extremely well in spite of not being ideal location (proximity to railroad).
- xiii) Ranking of road diets -
 1. Rocky Ford, Central to Taylor
 2. 25th Street, Washington to Central
 3. Washington Street
- xiv) I like the road diet on Washington and on 25th.
 - +1 in agreement

H) LRTP Scenario 3: Transit Service Enhancements

- i) Add service in Heritage Heights and 13500 North US 31 trailer parks. There is an underserved population of 161 ESL students in Heritage Heights and 56 in 13500 N US 31. These people need safe bus routes to encourage after school activity participation and parent involvement.
- ii) Improve direction of blue line to take families from Candlelight directly to Parkside (not just for school, but also for access to fields, etc.). There are also 234 students that live in the Candlelight and Homestead mobile home parks that need better access to schools.
- iii) Can the line to Edinburgh Outlet Mall be contracted with Access Johnson County? They currently run to outlet mall and would connect with IndyGO.
- iv) Increase route frequency and decrease wait time on all routes.
- v) Rural transit is a significant unmet need, especially for elderly people and people with disabilities.
- vi) Schools and recreation hubs should be serviced by transit.
- vii) Extend Edinburgh Outlet Mall Line to serve Clifty and Rockcreek families.
- viii) Connect to the Foundation For Youth and add a transit shelter (heated).
- ix) Stop at Garden City!
- x) Include a CR 200 S route, lots of residential development.
- xi) Public transportation to Woodside Industrial Park could help employers fill jobs in this low unemployment environment.
- xii) Not sure what frequency changes are being considered, but I would be concerned with going less than 1 per hour.
- xiii) Will cost estimates for the new and expanded transit routes be developed as a part of this project?

xiv) There is a need for more direct routes to Parkside and Richards Schools. These routes need to be frequent and have safe shelters. There should be stops directly in front of schools and the Foundation for Youth.

xv) There should be clear signage and kid-friendly maps of bus routes and bike facilities.

I) LRTP Scenario 4: Non-Motorized Transportation Options

i) Bicycle lane or path connecting Lowell Road and CR 400 N.

ii) There currently is no safe bike or pedestrian route for people who live in the 31/Washington area.

iii) Trail north along river to Owens Bend Park (there are arrows on the map).

- +1 in agreement

iv) Bike and pedestrian access to new Kroger store (near Central and 22nd).

v) Sidepath on Marr Road from Indiana to 17th.

vi) Add more protected bike lanes on city streets rather than just “bike routes”.

vii) I know they’re just proposed, but the east side DESPERATELY needs bike paths... almost all are currently on the north or west side of town; could raise environmental justice issues.

viii) The proposed multi-use path on Hawcreek Blvd from 3rd to Central already exists (there are arrows on the map) some of which is a cow path currently.

ix) Support sidewalks in east Columbus.

x) Need a countywide bike and pedestrian plan.

xi) Need to incorporate county bike/ped infrastructure as well (need plan).

xii) Consider bike/ped paths or modes of transportation in addition to recreation. Example- people who cannot afford vehicle, people who cannot obtain driver’s license, etc.

xiii) Need safe bike route to Woodside Industrial Park.

J) LRTP Scenario 5: East-West Connections

i) It would be good to have a connector road between SR 46 and CR 200 S as an alternate route when SR 11 south of SR 46 is flooded.

ii) The existing railroad could be relocated to the west, cross SR 46 via an overpass and only cross the river one time. The existing alignment crosses the river twice and goes through downtown Columbus. The existing alignment could be retained as a siding, but the majority of rail traffic would remain on the west side of the river.

iii) Increased rail traffic will cause the response times for the fire department to increase.